



*An excerpt from Dan Swanson's new burner project in this issue.*

# The CallBoy

May 2020

Pat Young Interim CallBoy Editor  
10349 Glencoe Drive  
Cupertino, California  
95014

# The CallBoy Newsletter

Official Publication of the Golden Gate Live Steamers, Inc.  
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Tilden Park 2491 Grizzly Peak Blvd, Orinda, California 510-486-0623	Pat Young, interim Editor <a href="mailto:phty95014@yahoo.com">phty95014@yahoo.com</a>  <b>May 2020</b>	A 501(c)(3) Non-Profit Museum <a href="http://www.ggls.org">www.ggls.org</a> or <a href="http://www.goldengatels.org">www.goldengatels.org</a>
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## Officers

President:	Rick Reaves	510-479-3386
Vice President:	Jon Sargent	510-233-6481
Secretary:	Rich Croll	510-276-3893
Treasurer:	John Lisherness	510-647-8443
Safety:	Jerry Kimberlin	510-232-6721
Director at Large	Mark Johnson	510-889-9451

## GGLS Trust Fund Members

John Lisherness  
Jerry Kimberlin (elected March 2015)  
Ken Blonski (elected December 2019)

## GGLS Committee Chair people

Bits & Pieces:	Sheldon Yee
Boiler Testing:	Jerry Kimberlin
Building:	Rick Reaves
CallBoy Editors:	Pat Young
Engine:	Mark Johnson
Grounds:	Andy Weber
High Track:	Sheldon Yee
Librarian:	Pat Young
Membership:	Sammy Tamez
Public Train:	Walt Oellerich
Refreshments:	Walt Oellerich, Sheldon Yee
Rolling Stock:	Rich Croll
Round House:	Michael Smith
Security:	Jon Sargent
Signals:	(To Be Determined)
Technical Talks:	Charlie Reiter
Track:	John Lytle
Web Site:	Pat Young

## Membership

To qualify for membership, attend 2 monthly meetings. At the first meeting, please introduce yourself and obtain a membership application from Membership chairman or Secretary. At the second meeting, return your completed application, the yearly prorated club dues, together with a the \$25 initiation fee and you are officially a member.

## Club Correspondence

All correspondence to the Golden Gate Live Steamers should be sent to the secretary, Rich Croll at his email [railroc66@yahoo.com](mailto:railroc66@yahoo.com)

## CallBoy

Articles, pictures, photographs, items for sale or any other information that would be of interest to the club should be sent to Pat Young, the interim CallBoy editor at [phty95014@yahoo.com](mailto:phty95014@yahoo.com)

***Deadline for submittal to next month's issue is the 19th!***

## Calendar of Club Sponsored Events

**(Until further notice, the 2020 Calendar is no longer valid)**

06/14/20 General Monthly Meeting/Board Meeting  
07/12/20 General Monthly Meeting/Board Meeting  
08/09/20 General Monthly Meeting/Board Meeting  
09/13/20 General Monthly Meeting/Board Meeting  
10/03/20 GGLS Fall Meet  
10/04/20 GGLS Fall Meet and Open House  
10/11/20 General Monthly Meeting/Board Meeting  
10/24/20 PV&A & GGLS Joint Meet at PV&A  
11/08/20 General Monthly Meeting/Board Meeting  
12/13/20 General Monthly Meeting/Annual Meeting/  
Board Meeting

## Announcements



### General Meeting Announcement

04/18/2020

*Due to the COVID-19 outbreak and mandates from Federal, State & County, the Golden Gate Live Steamer facility is closed until further notice for club meetings, gathering by members and Public Train operations.*

*Dates of future events such as the Spring Meet has not been made by the Board but hopefully will be made as the progress of the pandemic is more clearly understood.*

*The shelter-in-place requirement has also shut down the preparation & delivery of the printed CallBoy. The online version will still be delivered and it is encouraged that those who are reliant on the printed version obtained a printed version of the online Callboy from other members.*

*We are sadden by this state of affairs but hope to resume when the mandates put in place by the authorities are lifted. We hope you will bare with us during this stressful time and may all of you be safe.*

### GGLS Spring Meet Canceled

*Due to the COVID-19 outbreak & the shelter-in-place mandated by the State of California, the Golden Gate Live Steamers Board has canceled the Spring Meet that was originally scheduled in June. Thank you for your patience and please stay safe.*



We are saddened by to announce that past GGLS members Hal Sparks has passed away. No details on his death are available.

### Memories of a Good Friend

I don't recall the exact time or place of my meeting Hal Sparks, but I quickly learned that he enjoyed the same technical topics I did. Namely, airplanes, steam trains, machining and electronics. Hal was in the US Air Force during WW2 and flew many of the significant aircraft of the day. By the time he joined GGLS, the track was at Tilden. Hal owned a 1 ½ inch scale ten wheeler and enjoyed running it with other members who liked to simulate full-size operations. He participated in the West Bay Live Steamers projects like the building the Westinghouse Electrics. His contribution to GGLS projects was machining and installing turnouts throughout the layout.

Those of us who lived on the west side of the bay formed a carpool which provided an opportunity to talk about our favorite topics. Besides Hal, others included Dick Thomas, Bob DeLap, Rick Zobelein and Dick Bartlel. Like most live steamers, Hal like to collect all manner of items and material for future projects. All this stuff was crammed into Hal's two-car garage. It was opined that if the garage door were opened, the light of day would not reach the far end of the garage. The major piece of interest was a full-size biplane all apart and waiting for the day it would re-built and once again airborne. Sadly, that never happened. And so, we say goodbye to Hal, a dear friend and live steamer.

Steve Vitkovits

## Minutes of General Meeting

No general meeting was held due to the COVID-19 sheltered-in-place.

## Minutes of the Board Meeting

No Board meeting was held due to the COVID-19 sheltered-in-place.

## Bits and Pieces

No Bits and Pieces was held due to the COVID-19 sheltered-in-place.

## A Big Shay Project



From Michael Davis, he “Started about 6 years ago. It is a 1/3 scale replica of the Mich-Cal #5 with the minor modification to run on 15" gauge rather than a true 12" gauge. Project started by Ed Yungling with whom I continue to be mentored by. We have been working from the blue prints acquired from the Sacramento Railroad Museum. The locomotive will run on propane, rather than coal or oil and the propane will be carried in a separate car.

Currently working on the steam dome, and some reassembly of the steam cylinders. Lots of small issues keep popping up, but slowly.”

## Dolly Parton Beats My Audience Count by Reading The Little Engine That Could

By Bruce Anderson



We're all aware that we're living in interesting times with this COVID-19 bug. I've got lots of kids in my neighborhood and knew I was going to be working in the front yard for several hours.



How about I roll out some of my locomotive equipment and perform a reading of The Little Engine That Could — while observing social distancing of course! Seemed like a plan but no joy with my little event.



On the other hand, Dolly Parton read the book from her boudoir and got over 300,000 views. Way to go Dolly! As Mercury Seven astronaut Deke Slayton said, “Keep the dream alive!”

Dolly Parton Reads The Little Engine That Could:  
[https://www.youtube.com/embed/tT9fv\\_ELbnE](https://www.youtube.com/embed/tT9fv_ELbnE)

PS: Dolly Parton started her Imagination Library in memory to her father who was illiterate. She also wanted to provide children with a “welcome distraction during a time of unrest.”

## **GGLS LANDSCAPE**

By Jo Ann Miller

In spite of the pandemic and social distancing requirements, the new landscape areas needed some maintenance to try to keep them looking nice for when we are able to reopen to the public.

This week, Walt Oellerich sprayed the weeds surrounding the tracks, ...



Bruce Anderson used his weed-eater to chop down the weeds on top of the tunnel and ...



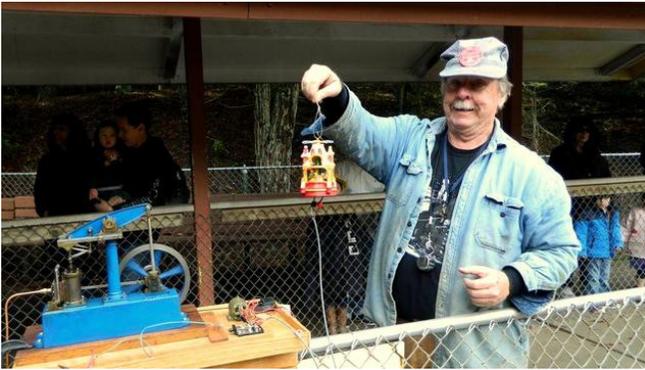
Jo Ann Miller raked out all the bay leaves and hand weeded the lower tunnel hillside.

While inspecting the landscaped areas for needed work, I was excited to find a large naturalized area of a California native plant.



The hillside below Wolf Howl Inn is covered with *Maianthemum stellatum*, aka Slim Solomon's Seal. *Stellatum* refers to the starry like flowers that this plant produces. The plants are just starting to flower and will make a beautiful green and white hillside when in full bloom. If you are at the club, be sure to look down this hill for a beautiful view.

## COVID-19



Bruce Anderson practicing 6-foot social distancing when conversing with the Public!

## Severe Acute Respiratory Syndrome-Related Coronavirus 2

From PV&A member Mike Ward, a highly recommendation to a 8:34 minute YouTube video that provides a layman's animation on the "Corona Virus Explained And What Should You Do". You can view it at the following URL:

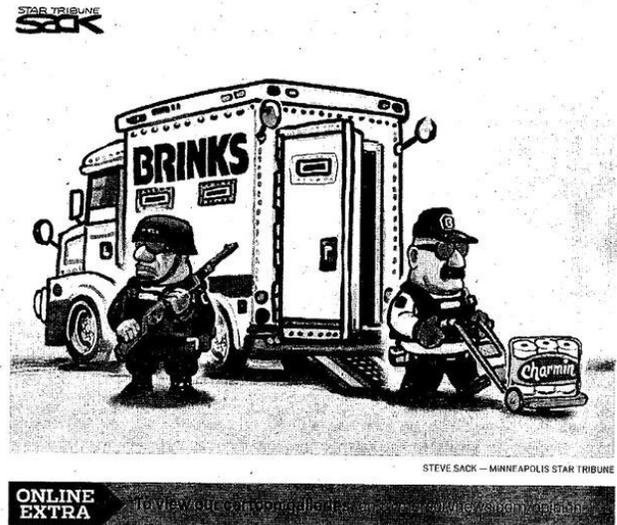
<https://www.youtube.com/watch?v=AnPnN6oh2Ks>

## Humor Page



From Killamarsh newsletter.

### Cartoonist's view



From Sheldon Yee.

## Burner Burnout

by  
Dan Swanson

After joining GGLS in late 1987 I bought a 1½” RSC 2-6-0 Mogul partially machined engine kit, a matching tender kit and a set of construction drawings. Unfortunately the engine and the parts were still in their boxes a few years later until an elder club member machined additional parts and assembled the engine to where it was timed and ran on air. Very recently after many years of procrastination and flimsy excuses I am again reviving my efforts to finish my engine. I am envious of those individuals who have the skills to machine parts and assemble them into a running steam engine. As some members know my expertise lies with electronic technology as in my involvement with the club's signal system and electrical repairs of the gas diesel engines. Basically my contribution is geek oriented other than the graphics I created for the safety warning signs posted in various locations at the club facility.

To date I lack the necessary machining talent and equipment to finish my engine so I am having a highly recommended SVLS member complete it for me. Although the GGLS has talented machinists it was more feasible in this instance to have a closer source to finish the engine since we relocated to the Lodi area about two and a half years ago. A unique opportunity suddenly developed for me to experience a non-geek contribution that did not involve electricity or any circuitry, just pure metal work for my engine. A burner assembly was needed before the boiler could be installed. I have practical experience in TIG welding of various metals and a TIG machine in my shop, so at last here was a metal fabrication project I could handle or at least I thought so at the time. Drawing 1 shows the burner assembly layout.

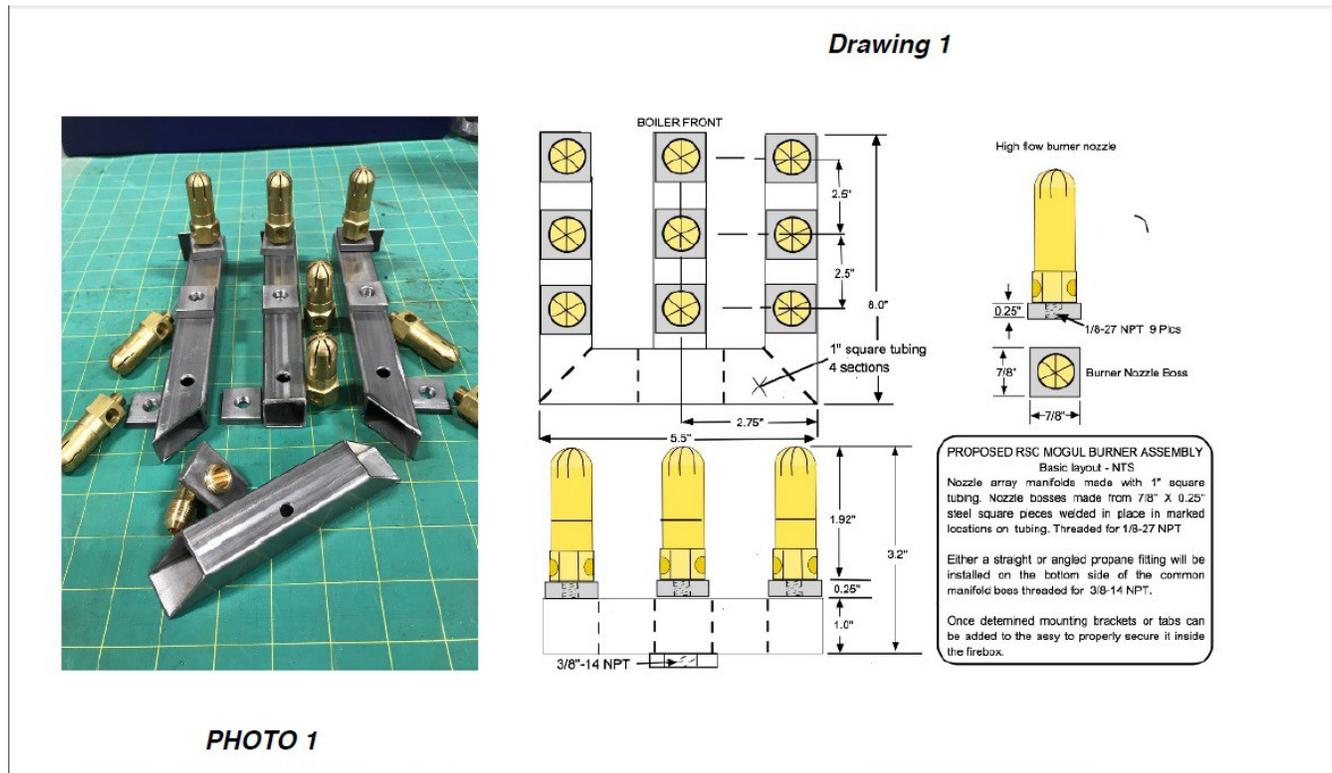


PHOTO 1 shows the burner sections and bosses ready to weld. The burner assembly consists of 1" square tubing and 7/8" X 1/4" flat stock for burner nozzle bosses which have been threaded to 1/8-27 NPT openings. The bosses are needed to provide an adequate base for the burner nozzles due to the thin .053" wall of the tubing. As shown in assembly Drawing 1 the bosses are welded in place onto the square tubing branches of the burner nozzle arrays. The bottom of the common manifold has a single 3/8-14 NPT threaded opening for the propane inlet fitting. Once the welding was completed plugs were installed and their threads wrapped with teflon tape

into the boss openings and the inlet fitting. I applied 75 lbs psig of air and used a soapy solution to check for leaks and to my disappointment the burner assembly had transformed into a highly active bubble machine that even Lawrence Welk would drool over. Several leaks occurred around the boss welds and from a couple of plugs which stopped after I over torqued them. Although the welds around the bosses did not show any obvious irregularities or voids I used a die grinder with a carbide tip to expose any under lying cracks or voids.

I re-welded these areas and only few spots were leaking. Considering how crucial the burner assembly is and the potential of future leaks that could occur after many cycles of heating and cooling within the firebox I had to face the reality that I was probably beyond my skill set when it came to making a reliable propane burner assembly. PHOTO 2 and PHOTO 3 show the burner assembly after rework of the welds was performed.

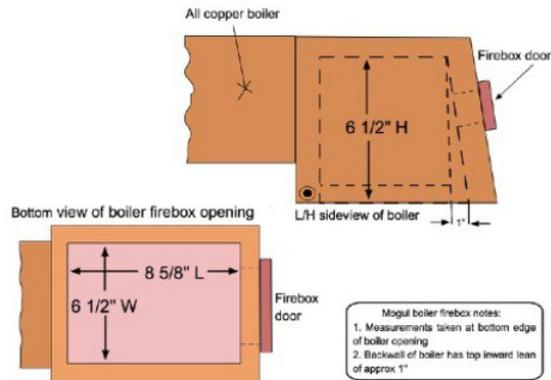


**PHOTO 2**



**PHOTO 3**

At this point I called the SLVS member working on my engine to advise him of the problem I was encountering with the burner assembly. He told me there was a machine shop (LocoParts) in North Carolina that he had dealt with in the past and knew they made quality custom burner assemblies and they could make one for my boiler. After sending Drawing 2 to LocoParts I received a quote and lead time that was acceptable including a recommendation of adding three additional nozzles for a total of twelve nozzles. I learned it was better to have too much heat that you can reduce than have too little heat that you cannot increase. I shipped them my nozzles to help lower the price of the burner assembly. After a few weeks I received the assembly shown in PHOTO 4 and PHOTO 5. After I inspected the new burner assembly I sent it to my engine assembler who will install it and continue working on my engine.



**Drawing 2**



**PHOTO 4**



**PHOTO 5**

In retrospect my attempt at fabricating a burner turned out to be a disaster of sorts as I saw some glaring comparisons of my burner assembly versus LocoParts. To begin with their unit was made from a high grade stainless steel which can handle the heating/cooling cycles better, also the burner nozzles are installed directly into the array branches without transitioning through a boss thereby greatly reducing the chance of leaks. Both ends of their array branches were attached to a common end bracket instead of only one end to a common manifold as in my version and even though I had the sections clamped in place the array branches still distorted and bent outward. This project was definitely a departure from my past electricity oriented experiences as I attempted to apply a different technology although it fell short of being successful it was a valuable learning process. Fortunately I was able to recognize a bad situation in time and called in the pros to save the day. I have a true appreciation for the skills needed to create and assemble the components needed to bring a live steam engine together as it is truly a satisfying accomplishment especially operating a steam engine heading down the rails.



# WORKSHOPS U.S.A.

Part III, from page 161

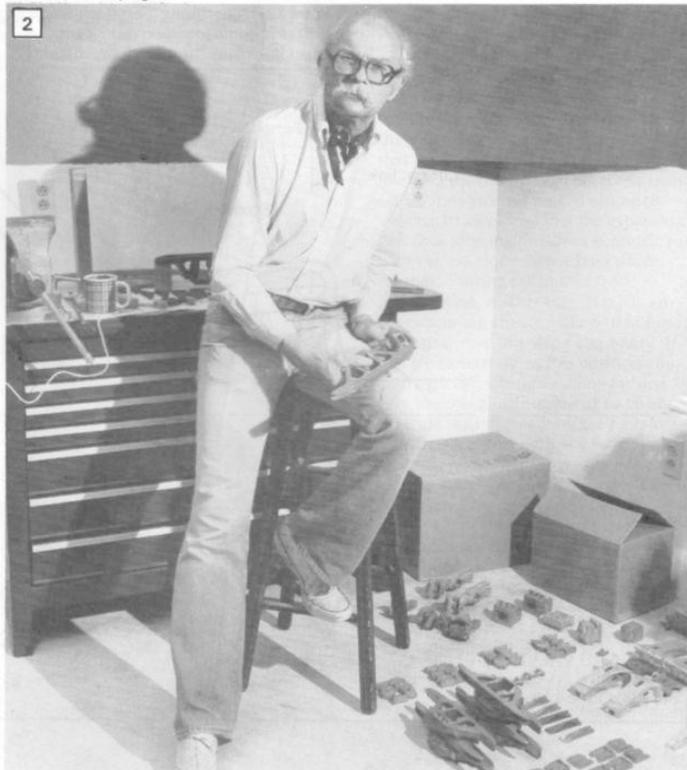
Chris Leggo from U.S.A. sent us a series of photographs of American hobbyists' workshops, together with brief descriptions of their owners. We hope you enjoy them

*So far in this short series we have picked photos of very clean workshops, indeed in some cases they are immaculate. However we shall in the concluding parts show some photographs of workshops that, although functional, are anything but immaculate. Perhaps this will show that the genus homo modelenginus does not alter its habits wherever it happens to be located.*

**1:** Steve Vitkovits, pictured here in his workshop in Sunnyvale, California. Steve is an electrical engineer by profession. As can be seen from the picture Steve has a well equipped shop, it is half of his double garage. It would be interesting to see what happens to the racking behind Steve when the table on the Bridgeport is at full stretch!

**2:** A corner of Jim Lowe's shop in Mill Valley, California. Jim, who is a retired artist, engineer and muffler, (silencer) specialist has been modelling for 50 years. He has been in this shop for the past year. The shop, which is an addition to his garage, is well equipped, this is the castings corner. The groups of castings arrayed on the floor are for future projects that Jim has planned. One supposes that the mug is for coffee, in a U.K. workshop it would doubtless hold tea.

MODEL ENGINEER 3 MARCH 1989



From Bruce Anderson, an article on the shops of GGLS members Steve Vitkovits and Jim Lowe in issue #3844 (March 3, 1989), page 323 of Model Engineer written by GGLS member Chris Leggo.

The first caption stated that "Steve Vitkovits, pictured here in his workshop in Sunnyvale, California, Steve is an electrical engineer by profession. As can be seen from the picture Steve has a well equipped shop, it is half of his double garage. It would be interesting to see what happens to the racking behind Steve when the table on the Bridgeport is at full stretch!".

GGLS member Rich Croll mention that he has that problem all the time in his shop, and he have to watch where the table is going. Steve says "Now about that table travel. Since, the foot print of the mill is a triangle, it seemed wise to put it in a corner. In my present shop I chose to place the mill with the table parallel to the wall. One potential problem solved, but another appears. The space behind the mill table is now no longer easily accessible. Back to my shop in Sunnyvale I don't remember having trouble with table travel perhaps the clearance is not easy to discern in the photo."

The second caption stated that "A corner of Jim Lowe's shop in Mill Valley, California. Jim, who is a retired artist, engineer and muffler (silencer) specialist has been modeling for 50 years. He has been in this shop for the past year. The shop, which is an addition to his garage, is well equipped, this is the casting corner. The groups of castings arrayed on the floor are for future projects Jim has planned. One supposes that the mug is for coffee, in a U.K. workshop it would doubtless hold tea."

Rich Croll believes that those castings on the floor are for the trucks Jim put under his log cars. He doesn't remember who made them, but they were absolutely beautiful trucks, and the side frames were cast hollow. Jim was one of the few people he knew of who weathered their large scale rolling stock. He remember him doing a presentation at one of the GGLS meetings about it. His Shay looked like an HO model it was so well detailed.

## **For Sale**

7.5" Southern Pacific #1829 Train  
March 16, 2020  
Sponsored by Michael & Chris Smith



A complete 7.5" gauge train in 1/8 scale ...



with a 2-6-0 Mogul-type steam locomotive with Vanderbilt tender, ...



boxcar, ...



gondola ...



and caboose.

There are many extras included, so be sure to watch the 10:26 minute YouTube video as there are many details explained throughout at:

<https://youtu.be/RuOj3HUU3MI>

Asking \$22,500.00

SVLS Christopher Donhost

Please call (916) 208-7295 for more information.

**For Sale**

Partially Completed 4-4-0 American  
December 3, 2019



Partially completed Little Engines 4-4-0 7.5" gauge American engine & tender for sale. Locomotive has a newly rebuilt chassis & copper boiler, runs nice and has most accessories. As shown the tender has a brass body.

Asking price is \$5,500.

If interested or have questions, contact:

Dave Bradas  
Napa, California  
94558

dabradas@yahoo.com  
(707) 252-7390

**For Sale**

1" Gauge Racks  
April 3, 2019



I have some racks left over from my 1" days which originally fit in a trailer. Powder coated and is actually stackable.

Asking \$150.

Mike Davis (209) 402-3090

Prefer email contact at [trainmd@gmail.com](mailto:trainmd@gmail.com)